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MARKETING CANNED FISHERY PRODUCTS

VISIT TO LINE ISLANDS • REPORT FROM WASHINGTON

SURVEY OF DOMESTIC TUNA INDUSTRY

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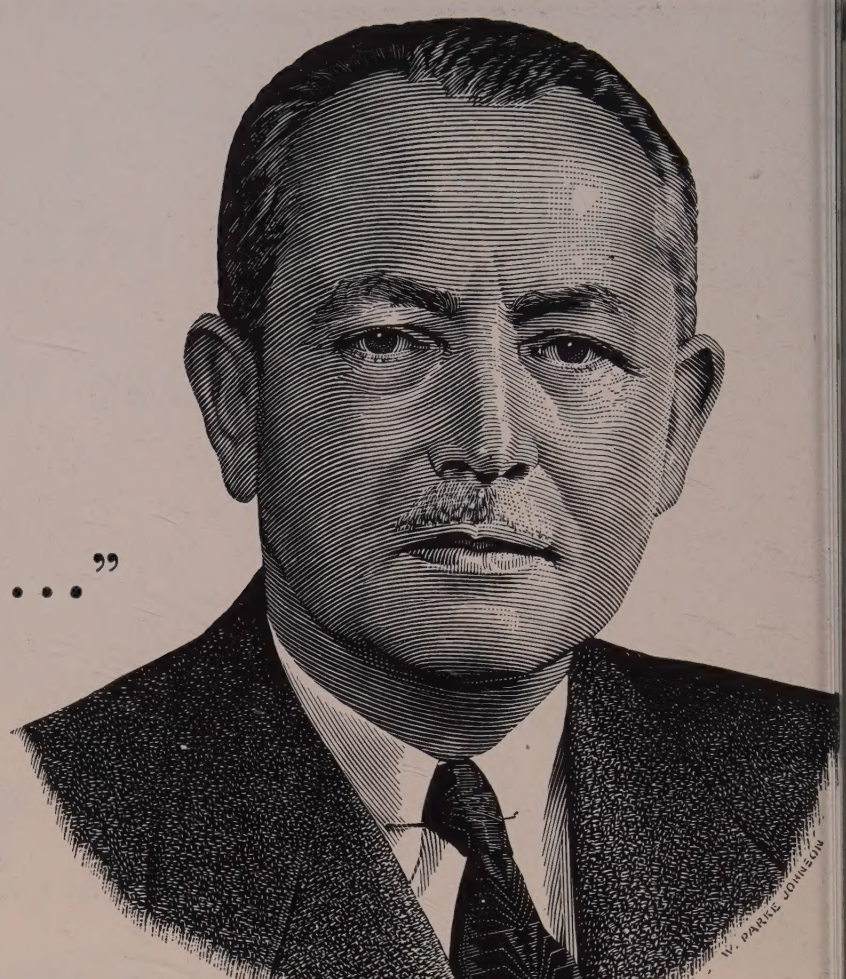

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President, The American Tobacco Co.

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- they are the men and women who availed themselves of the opportunity referred to by Mr. Hahn—the opportunity to enroll in the Payroll Savings Plan for the systematic purchase of U.S. Defense Bonds.
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About This Issue . . .

"Big Year for Tuna" on page 14 is based on 1953 commemorating (1) the 50th anniversary of tuna canning, and (2) canning the 100-millionth case of tuna this year. A third important factor will be National Tuna Week in November.

★

"Marketing Canned Fishery Products" gives some practical information on selling methods and results in these days of hot competition.

★

Condensations of two important surveys appear in this issue. One on the Latin America situation—see Editorial on page 6. The other is Part II of the FWS survey on the domestic tuna industry, starting on page 10.

★

"Visit to Line Islands" on page 10 covers a typical Hawaiian tuna boat in territory well beyond the usual range of the sampan fleet. The authors conclude that such operations may provide profitable employment for part of the Hawaiian tuna fleet during the winter off-season in their home waters.

★

The cover illustration shows action on "The Tradewind" with a 6-pole hook-up in the Line Island article just mentioned in paragraph above.

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EDITORIAL

SURVEY OF FISHING INDUSTRY IN LATIN AMERICA

The Food and Agriculture Organization of the United Nations recently began a survey of the fishery industry in Latin America. Results of such a survey seldom are available to the average fisherman and others except in voluminous form. Since these findings have a definite bearing on our own domestic fishing industry, we have excerpted certain significant facts from those presently available and present them here.

Latin American countries, as a whole, have shown steady progress in the development of their fisheries since the end of World War II, and certain areas in Chile, Brazil, Peru, Venezuela and Mexico already have the foundation for large fisheries industries, including the secondary processing industries like freezing and canning. The industry, however, is still in an elementary stage of development with primitive techniques and small-scale production.

Post-war Progress

Spectacular post-war progress in certain regions of Latin America show what can be accomplished when an industry is able to assimilate technical changes in underdeveloped countries. Large-scale mechanization is very expensive and perhaps should not take place in Latin America before mass demand has been secured. Sound policies of small-scale mechanization on the basis of existing types of craft and gear, particularly when combined with social and credit schemes for the benefit of small producers in the region, can result in better productivity.

Co-operatives have proved very effective in Brazil, Mexico, British Guiana and certain Caribbean countries. The Brazilian law, for example, requires that fishermen belong to societies which must have a minimum of 150 members. These societies levy a three per cent tax on the catch, out of which certain services are provided . . . medical care, loans etc.

Advanced methods of fish processing are of comparatively minor importance in the economy of the industry except in a few industrial centers in Chile, Mexico, Peru and Venezuela. A freezing industry has developed in Mexico and Peru largely because of a steady demand for shrimp, tuna and tuna-like products in U. S. markets. In Mexico, where almost all frozen shrimp is exported to the United States, the plants do not normally work at full capacity owing to lack of raw material.

In Peru, where vessels with refrigeration facilities and shore-freezing plants can freeze 460 metric tons and store 6,600 metric tons of fish a day, the domestic consumption is only about 200 metric tons a year. Total annual landings were 105,550 metric tons in 1951. Ten per cent of this was frozen, almost all of it for export, and even this represents a figure very much below the capacity to freeze.

Curing and Canning

Curing is the most important form of fish processing in Latin America, and sales of cured fish are second only to those of fresh fish on the domestic markets. But, in general, except in Argentina, Chile, and Peru, the technological methods are primitive, and the product low-grade.

Canning is one of the most industrialized sectors of the fishing industry in the whole region, but particularly in Argentina, Brazil, Chile, Mexico, Peru and Venezuela where local products have begun to compete successfully with foreign producers. Mexico, Peru and Venezuela have even succeeded in entering the international trade in canned fish products which before the war was monopolized by such traditional world suppliers as Norway, Spain, Japan, Portugal and the United States.

Food production in Latin America has not kept up with population growth since the war, but the increase in fisheries production has been well ahead of the birth rate. The value of the increase is, however, lessened by the fact that it is spread very unevenly geographically. Chile, Southern Brazil, Peru, Venezuela and Mexico contribute more than 80% of the total landings in the region, while 15 other countries with analogous marine resources contribute less than 20%.

Governments and the fishing industry now realize that expanded domestic market outlets are needed for national economic development of fisheries, and are taking steps to build such outlets.

Foreign Trade Increases

An impressive illustration of the growth of the Latin American fisheries is provided by foreign trade statistics. The total value of exports for the region (21 countries) rose from approximately $5 million in 1938 to $55 million in 1950, an increase in nominal value of 1,000%. This figure, while representing only 0.8% of the total exports from the region still exceeds that of many other industries.

Out of the total value of exports in 1950 Mexico contributed 84%, Peru 11%, Cuba 3%, and Chile 1%. The post-war increase in value of imports has been much smaller, from $9 million in 1938 to $31 million in 1950, an increase of 250%. Of the total Brazil took 52%, Cuba 24% and the remaining countries less than 3% each.

Because of trade restriction, particularly in the United States, post-1950 export figures are substantially lower, and prospects of any significant expansion of foreign markets are not very bright. The more industrialized countries, Mexico, Chile and Peru, for example, built up steady foreign demand during the hungry post-war years. Investment rose from insignificant pre-war levels to nearly $40 million. As early as 1951 these countries had reached a critical -situation on disposal of their surpluses. Attempts now being made to expand the domestic market seem to offer the best solution to the problem.

Of course an increase in the domestic United States per capita consumption could help Latin America, as well as aiding the world situation in fish-food production and consumption.

—ROBERT K. LAWSON

Report from **Washington**

Gleaned from the Nation's Capital by John Harms

OW TARIFF VICTORY.--Congress' decision to go along with President isenhower's plea for extension of the Reciprocal Trade Agreements Act or another year is looked upon here as victory for those who want to ower U.S. protective tariff walls.

And as much as it is a victory for the low tariff boys--it is a efeat for those who see the need for tariff protection of our domestic ndustries. It may be a blow to our industry if it leads to excess umping of foreign tuna products on our markets.

The above, however, is only a victory in the first tariff battle nder the new Administration. The high-tariff bloc finds solace in the act that the "war" isn't over yet--there are many battles to come. In act, Congress' decision to postpone final action on the Reciprocal Trade greements Act only postpones a final show-down . . . enabling both sides o draw up their "elite corps" for the big battle next year.

--o--

URING THE LULL.--Between the time the Agreements Act is extended by ongress and the time it expires next June the entire question of U.S. rade relations with the world will be thoroughly studied by a 17-man ommission.

During this time you can expect to see continued pressure on the Administration to continue the 20-year trend of gradually lower tariffs. This will take the form of blaming continuing weaknesses among our allies on our protective barriers. This argument has strong pulling power on the men who are trying to strengthen the free world.

--o--

THE FARMERS' STAND.--While there are many manufacturing industries and other businesses who say our tariff wall is hurting their foreign business, probably the most powerful group likely to push for some reductions is the farm bloc.

Farmers traditionally have a strong voice in Congress and they usually get almost exactly what they want--sooner or later.

They now are confronted with a big decline in prices for things they produce. Much of this is blamed by them and by the Administration on a severe cut-back in foreign markets. Farm exports during the past 12 months slumped more than 30 per cent.

Biggest farm export crops are wheat, corn and tobacco. All of these have been hit hard by shrinking export markets. And domestic prices for most of these have fallen almost in line with the decline in exports.

You can look for a powerful drive in the next session of Congress

to force lower tariffs so that foreign countries will stop alleged boycotting of U.S. farm products. Many farmers believe our tariffs on other things have angered importing nations and they are retaliating on farm goods.

As the farmer is a potent political force--credited for much of the GOP election victory last fall--he is likely to get a good hearing before Congress.

--o--

ANTI-TARIFF LOBBY.--A lobby group has now been formed here in Washington by American distributors of imported fish. The group's aim is to fight off any move to impose higher protective tariffs on imported fish.

Renewed demands in Congress this session, and the likelihood of stronger pressure for tariff protection next session, is behind the move, according to sources close to the organization.

The lobby group is backed chiefly by distributors located in the East. Their first interest is in fighting of North Atlantic fishermen who are making a move to get tariffs on imported fillets.

But we have learned that some Western distributors of imported fish have sent in "feelers" concerning membership.

The new group is called the "American Seafood Distributors." A spokesman told us: ". . . Selfish interests seek to restrict the entry of imported fish which for many years have been an important part of consumer needs and an important part of our combined trade in domestic and imported fish."

--o--

TARIFF COMMISSION CHANGES.--Some close observers of the continuous problem of international trade caution against expecting too much as a result of the expected increase in number of men on the Tariff Commission. Congress very shortly is expected to increase membership from six to seven.

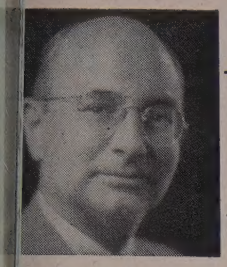
These observers reason this way: Regardless of the change in membership, investigations by the Commission will still be expected to be "impartial" . . . objectivity is legislatively mandatory. They state:

"Even if an odd number of members does give greater potentiality to the expression of majority opinion by the Commission, that's still no assurance that a majority opinion on the import status of any given commodity can be predicted."

In short, they say that you can't expect the Tariff Commission to be more favorable to high tariffs because most of the members will be Republicans. "Because some people consider the GOP a high-tariff party from beginning to end," they say, "there is a belief that this holds true even today."

The fact is, these sources point out, that a high-tariff man now a days might well want all tariffs on fish removed altogether, whereas he might want high protection for the industry in which he is interested.

(Continued on page 25)



The Publisher's Page . . .

a Storm Brewing?—The way some folks are beginning to talk, you'd think the dark days of another depression were just around the corner. It is true many lines are leveling off, and the prices of some items are down considerably from a year or two ago.

But those are mostly the things that soared too high after Korea . . . and now they simply are getting back to a reasonable basis.

Of course it hurts those who sell when the price of their product declines or their sales volume shrinks. But the same conditions bring joy to many buyers. So, when all is said and done, the net result to the country is not so bad as long as things do not get out of hand.

In previous months we have pointed out here the approaching end of the "boom or bust" period. Now it seems that the boom is ending in time to prevent a big bust.

The smartest people we know expect a gradual decline in some lines, but not in all—and nothing staggering. If it turns out this way, we can all be glad. The U. S. bubble had been inflated to just about the "busting" point. Letting out a little air now may turn out for the best.

How High Is Up?—Inflation felt so good to some people that they are wondering why things can't just keep on going up indefinitely. The answer is that the government debt was becoming unbearable and unmanageable.

Ever since this country went off the gold standard we have been living in a "managed economy" and some of the managers were eager to spend and spend, elect and elect. People thought they were well off because they were making good money. But their expenses were going up as fast or faster. Gradually they learned, what's the use of making a couple of bucks (or a couple of thousand) if there's nothing left after paying taxes and other necessary expenses?

How high is up? Well, the United States went about as high as it could go without getting into serious trouble. Now we have a government earnestly trying to economize . . . and if the rest of us will settle down to reasonable standards, one of these days our dollar may have real value again.

Of course, there'll be some toil and sweat on the road ahead . . . but there will also be ample rewards for those who do their part.

The Great Unknown.—Of all the factors affecting long-range business and government planning these days, the great unknown is the Kremlin. It may be Malenkov, or it may be several of the group in the politboro, but the big trouble is we don't know who, nor what, nor when.

That Big Three meeting in Bermuda has been postponed several times, but if and when it comes it will probably clear up a few points. So will the truce in Korea . . . also if and when. Peace? Don't be funny—there's none of the genuine article in sight anywhere in the world.

Business and taxes, sales and profits—all are tangled in the snarl of international relations. Some experts think the recent "peace offensive" by Russia may be aimed at laying the groundwork for a big trade war in the years ahead, with the ultimate goal of weakening the economies of the United States and our allies.

Our industry will have a big stake in any such developments. It behooves all of us to keep in tune with the times . . . be cautious but ready to jump quickly in the right direction as soon as events shape up.

Why It Pays to Advertise.—Boat owners and fishermen often complain about the prices they receive for their catches. However, they are not on very solid ground when they say, "The canneries could afford to pay us more if they didn't spend so much money for advertising."

Last month we ran a paragraph on this page that said the fisheries industry should do more advertising. This was not because we are unmindful of the good job being done on tuna advertising and merchandising. We agree with a statement in Harley McNamara's article in this issue ("Marketing Canned Fishery Products") which pays a fine tribute to the effectiveness of tuna advertising and promotion.

One of America's great advertisers was William Wrigley who, over the years, amassed a fortune and built up today's enormous chewing gum industry. Somebody asked him one day, after his business was going great, why he didn't chop off the advertising and save a couple of million dollars a year. Mr. Wrigley answered, "How long do you suppose a train would run if the fireman quit putting in fuel?"

In the same manner, we believe that the more fuel and drive put behind fishery products, the better for all parties concerned.

What Others Are Doing.—Remember the old red rooster that was dissatisfied with the eggs his hens were laying?

He led them over to an ostrich farm and pointed to the whopping big eggs there, saying, "I just wanted you girls to see what they're doing on the other side of the street."

By the same token, all fishery industries should take a look at what other types of business are doing to increase their sales and profits.

To stay ahead of competition nowadays, in all lines, you have to have a good product and then do a sales job as good or better than the other fellow.

Surprise Indeed!—We expect a gradual lightening of the tax burden but if we get much in 1953 we'll be greatly surprised. Like the soldier who was picking up his mail in Korea. A letter from his wife described a recent prayer her 4-year-old son made:

"Dear Lord," the child began, "please send me a little baby sister so we will have something to surprise Daddy with when he comes home."

BRIANT SANDO

The sampan, Tradewind, at anchor in the lagoon, Palmyra Island, January 1953.

Sampan from Hawaii Makes Visit to LINE ISLANDS

By
HEENY S. H. YUEN
JOSEPH E. KING
Fishery Research Biologists
Pacific Oceanic Fishery Investigations
U. S. Fish and Wildlife Service
Honolulu, T. H.

TUNA fishing on a commercial basis was conducted in the area of the Line Islands during January and February, 1953, by the *Tradewind*, an 80-ft. sampan typical of Hawaii's pole-and-line tuna fleet. This vessel, owned by the Tradewind Fishing Company of Kauai, was captained on the expedition by Mr. Junji Higaki and manned by a crew of eight.

The Line Islands lie about 1,000 miles south of the Hawaiian Islands and are beyond the present range of Hawaii's fishing vessels (see accompanying chart). The trip of the *Tradewind* was the first attempt of a Hawaii-based sampan to live-bait fish for tuna in the area. The *Oregon*[1], operated by the Pacific Exploration Company, prospected for tunas in the Line Islands in February 1948. Some bait fish, consisting of mullet and goatfish, were obtained from the island lagoons; several schools of skipjack and a few schools of yellowfin were worked but with little success. The *Calistar*[2], a West Coast tuna clipper, visited the Line Islands on an exploratory fishing cruise in February 1949. With bait brought with them from the West Coast, they managed to catch about 50 tons of yellowfin at Fanning Island and 15 tons of yellowfin at Palmyra Island.

The Pacific Oceanic Fishery Investigations of the Fish and Wildlife Service, with headquarters in Honolulu, has carried on experimental fishing in the Line Islands employing live-bait, longline, trolling and purse-seine. The results of these studies indicated that the waters in the vicinity of the Line Islands were relatively high in tuna abundance and could possibly support a small-scale fishery.

Since this organization was interested in observing the success of a commercial venture in the area the research vessel *Hugh M. Smith* was assigned to transport fuel and ice for the sampan and to freeze her catch of fish. During three weeks that the sampan fished, the *Smith* carried out a hydrographic and longline fishing survey around the islands.

The *Tradewind* began fishing at Palmyra Island (January 12 to 24), then shifted to Christmas Island (January 26 to February 3), and ended up at Fanning Island (February 4 to 7). The locations of fishing areas are shown on the accompanying chart. Palmyra is the northernmost of the Line Islands (except for the barely emergent Kingman Reef) and the nearest to Honolulu. During 12 days spent there the *Tradewind* managed to obtain about 1,000 lbs. of live-bait, and caught about seven tons of yellowfin tuna.

Numerous schools of yellowfin and one mixed school of yellowfin and skipjack were seen within 15 miles of the island. The chief factor limiting the tuna catch was the scarcity of bait. Mullet of two species, three to 10 inches long, were the only bait fishes available in the accessible areas of the lagoon and outer beach and the supply of these soon ran out.

One day was spent investigating the possibilities at Kingman Reef but tuna was sparse and sharks were numerous enough to constitute a dangerous nuisance.

In hopes of finding a better supply of bait the *Tradewind* then proceeded to Christmas Island. Numerous skipjack schools were present close-in to the island, but no yellowfin schools were sighted. Initial baiting attempts yielded primarily goatfish eight to 20 inches in length which were too large to work the skipjack schools.

The crew then turned to reef fishing and in four days caught about 2 ton of "papio" (one of the jacks or pompano-like fishes), a highly prized fish in the Honolulu markets. A later attempt to catch bait yielded about 300 lbs. of mullet, but as there were apparently no yellowfin in the area the vessel ran back to Fanning Island.

During the stay at Fanning a fair amount of bait (about 850 lbs. of mullet and small milkfish) was obtained from the lagoon, resulting in the capture of about 6½ tons of yellowfin from along the west side of the island. The tuna schools were small and few in number, however, and the sharks, which are very abundant in these waters, tended to discourage the tuna from approaching closely to the stern of the boat.

An accounting of the time from departure from Honolulu on January 8 to return on February 12, shows that 13 days were spent in running, seven days baiting, eight days tuna fishing, four days market fishing, two days transferring fish, fuel, and supplies between the *Tradewind* and the *Smith*, and on two days the vessel was weather-bound.

The total catch was approximately 13½ tons of yellowfin and about 2 tons of "papio." Most of the yellow-

[1]Smith, O. R., and M. B. Schaefer. Fishery exploration in the western Pacific (January to June, 1948, by vessels of the Pacific Exploration Company). U. S. Fish and Wildlife Service Commercial Fisheries Review, Vol. 11, No. 3, p. 1-18, 1949.

[2]Anonymous. **Calistar** finds tuna in mid-ocean, but fish are wild and bait scarce. Pacific Fisherman, Vol. 47, No. 6, p. 47, 49. 1949.

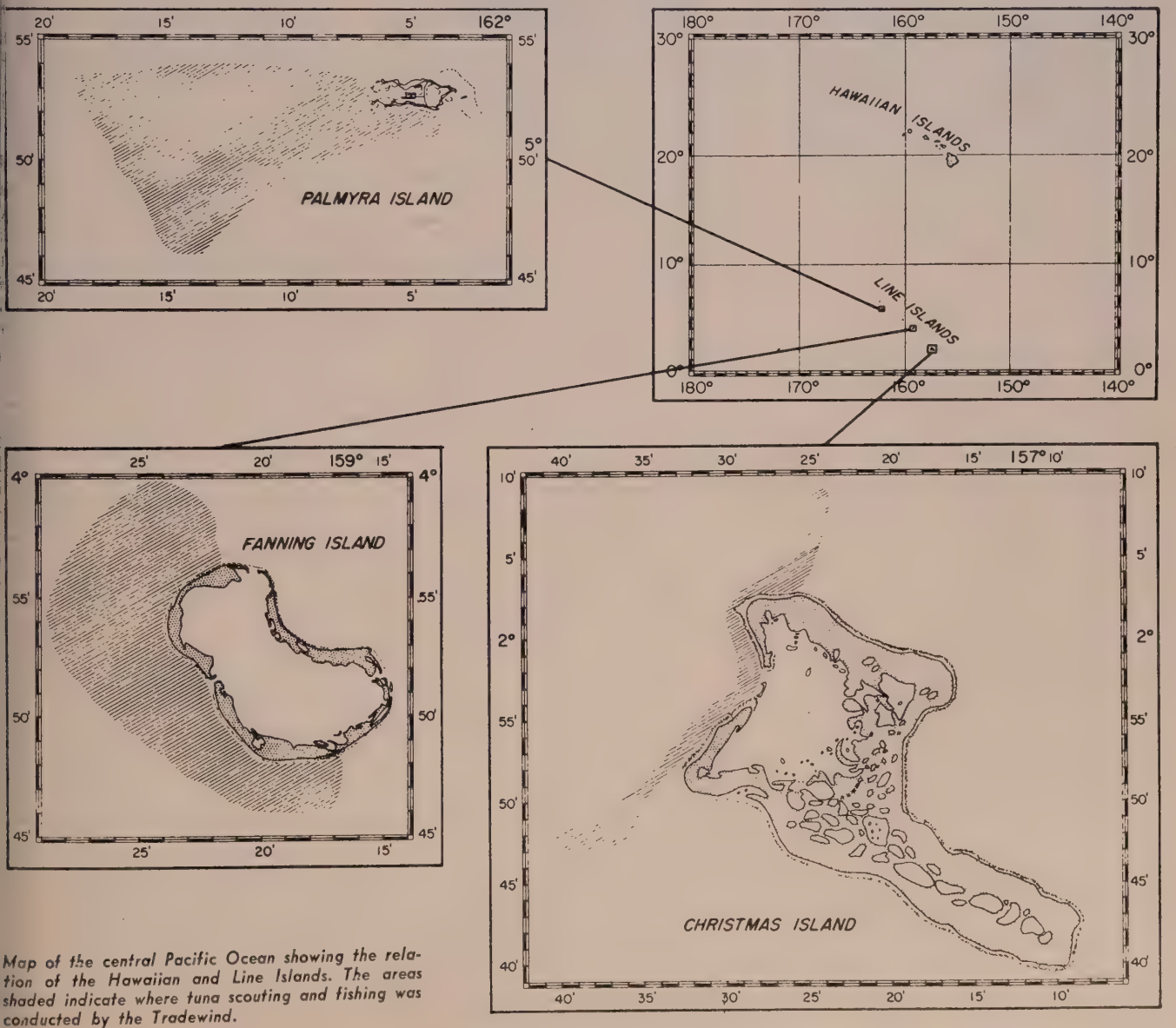
schools were mixed as to size of with individuals ranging from to 190 pounds, but the average the trip was about 15 pounds.

The weather encountered during cruise varied from unfavorable ditions of rain, poor visibility, rough seas experienced at Palm- and Christmas Islands during early part of the cruise, to excel- t weather and calm to moderate s during the stay at Fanning and and on the run home.

The Line Islands are of sufficient e to provide lees where vessels can tain shelter if necessary. All the ands have fair anchorages, but lmyra is the only island of the oup with a navigable channel epth about 5 fathoms) into the goon and dock facilities for fish- g vessels. Fresh water and, usually, el can be obtained here.

(Continued on page 22)

Live-bait fishing for 10 to 20 pound yellowfin tuna with 1- and 2-pole rigs; Fanning Island, February 1953.



Map of the central Pacific Ocean showing the relation of the Hawaiian and Line Islands. The areas shaded indicate where tuna scouting and fishing was conducted by the Tradewind.

Marketing CANNED FISHERY Products

By HARLEY V. McNAMARA

BACK in April of 1949, before the National Fisheries Institute, I made a talk on "Selling Fish Products in a Competitor's Market." I am sure you will all agree that we are back there again on most products, and on fish lines especially. Hence, let me repeat some of the most provocative remarks made in 1949:

"It appears that the fishing industry was created by an act of God, and in most cases it still seems to be waiting for acts of God to help sell its product. As I see it, the good Lord put the fish in the oceans, lakes and streams. Man first caught fish to help out his food supply. Then, because of seasonal conditions, he found how to keep fish from season to season; he then learned how to put fish in cans . . . Canneries, particularly those canning tuna and salmon, in my opinion, have done a better job of merchandising canned fish than has the rest of the fishing industry in merchandising fresh or frozen fish.

"The good Lord gave us religion. Religion, with its rules for fast and abstinence, has been the fish industry's best salesman to date. Let's stop depending on acts of God to help the fish industry. Let's get out and sell fish and sea foods to the consumer. Most everyone knows that fish is good food, nutritious food and economical food. Let's sell it as such. Let's create more acceptance for fish and fish products by better packaging, better quality, better displaying, and better selling methods. Maybe the industry should adopt as a slogan 'Every Day Is Fish Day'."

How Modern Merchandising Helps

The sales by our company on frozen packaged seafoods have shown remarkable improvement and with further improvements in packaging and processing methods, our sales and tonnage should continue to improve. The frozen fish industries are now coming out with precooked fish fillets and many other precooked seafood varieties. I personally like the slogan one of them used the other day, "It couldn't be fresher if we docked our boat at your door . . . just heat and eat."

The author, as president of the National Tea Company, Chicago, Illinois, is top operating official of a chain of retail super markets in the Midwest. This is a condensation of a talk he recently made at the Fishery Products Conference of the National Canners Association.

It is remarkable the way the frozen ready-to-eat products are taking hold —not only fish, but beef, veal and chicken. Complete meals are now available, packed on aluminum plates, ready to take home, throw in the oven and serve right on the table. Do the housewives like that? Just ask any of them. The only question is: Does the "old man" want to pay for the extra cost of doing this, rather than have his wife do all the work at home? I am not going to try to answer this question, because it could lead to a lot of trouble.

I asked our people to get me some figures on your business and ours and I found these rather startling. They are based on our Chicago branch operation, but our other branches show about the same trends.

In the last half of 1948 and the first half of 1949—a 12-month period —we sold approximately 12,000 cases comprised of three varieties of bottled and canned fish, each in two sizes. In the last half of 1949 and the first half of 1950—a 12-month period we sold 27,600 cases. The last half of 1951 and the first half of 1952 we sold 29,600, and at the rate we have been going since July, 1942 we should sell at least 40,000 cases for the present 12-month period. I am not aware how this would stack up with other chains. I wouldn't know your own or the industry's figures but to me I think it is a swell increase and has shown that we are making progress.

In dollar value, we are selling $3 to $1 on red salmon against pink and

"THE GOOD OLD DAYS"

Following is a reprint from "Westward," Kaiser Steele's publication, of a century-old story:

FISHING INDUSTRIES HAVE POSSIBILITIES

San Francisco, March 20, 1853—In the rush for gold the fisheries of California are often overlooked. Rivers, bays and estuaries are alive with salmon. It is estimated there are 400 boats, valued at $60,000 engaged in fishing on the Sacramento River alone. Nets have a value of $80,000 and seines of $6,000. Average haul of the boats during the season is $30 a day, while hauling seines will make $100 daily. The catch supplies all northern California markets, with 5000-6000 pounds a day now coming into this city. Fishing smacks are also busy outside Golden Gate. Monterey Bay is famous for the number of sardines, but so far no fishing is done for them commercially. Many Chinese engage in fishing. In the vicinity of Mission Creek they get about 5000 pounds a day, and sell to the Chinese population at $5 a hundred pounds.

nsidering the price differential, we e actually selling 1½ cases of red lmon to one pink. This tells me that ople are "trading up"—buying the tter grades.

We sold more than twice as many ses of Norwegian sardines as we d Maine—not because we wish to, t because the public buys them—d we sell more than twice as many aine sardines as we do California rdines. I well remember, when I as working in stores, No. 1 oval mato sardines was our number one ller and the large can of mustard rdines was our number two seller. ave we allowed these two items to ip in reputation where they are nly fit for animal instead of human nsumption? If so, why? Or are e people "trading up" to that xtent; and if so, what are you going o do about it? To the best of my nowledge, little if any foreign foods, ther than sardines, outsell our Amer-an foods. Do you know that our nchovy sales alone are within $5,000 f all our California sardine sales?

est Sales Job Is on Tuna

The best spot I see in your picture s the tuna fish sales. I wish every tem in our food line had shown the mprovement that tuna has. I would ike to give you these figures, but nfortunately, if I gave them to you, hey would also be given to our com-petition, but let me tell you I had hem rechecked twice, because I actu-ally didn't believe them myself. Our vice president in charge of purchases vouches for these figures.

Our total dollar sale of tuna is in excess of the total sale of all salmon and sardines combined and our cheapest tuna outsells any other one brand of tuna. Perhaps this contra-dicts what I have said about people "trading up."

According to statistics, the U. S. fish consumption is 11 pounds per capita, Great Britain 35 pounds per capita, and Japan 55 pounds per cap-ita. It seems that we have much room for improvement.

Frankly, I think we need better ways to sell more canned fish, better advertising programs, better labeling, more and better ways to serve canned fish. With all the brains we have in our advertising agencies throughout the country, let's sell people on the necessity of seafood in the American diet.

ADDITIONS TO THE FLEET OF FISHING VESSELS

Fifty-two vessels of 5 net tons and over received their first documents as fishing craft during March, 1953 . . . 8 less than in March, 1952. Here is the line-up:

	Three months ending March		with March		Total
	1953	1952	1953	1952	1952
	Number	Number	Number	Number	Number
New England	....	1	2	4	30
Middle Atlantic	4	2	4	9	26
Chesapeake	8	8	17	17	65
South Atlantic	7	7	19	26	89
Gulf	16	11	50	26	161
Pacific	12	18	21	34	203
Great Lakes	....	3	2	4	13
Alaska	5	10	10	24	88
Total	52	60	125	144	675

Source: Monthly Supplement to Merchant Vessels of the United States, Bureau of the Customs. Vessels have been assigned to the various sections on the basis of their home port.

Dr. J. L. Kask Leaves FWS

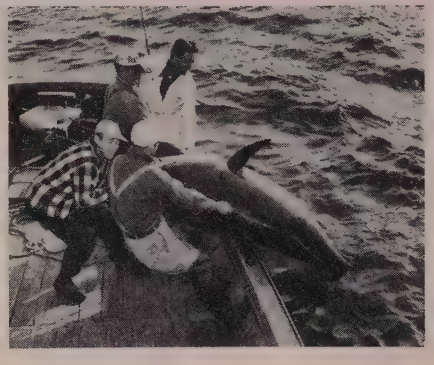
Secretary of the Interior Douglas McKay announced the resignation effective July 7, of Dr. John L. Kask, assistant director of the Fish and Wildlife Service. Dr. Kask has accepted the position of chairman of the Fisheries Research Board of Canada, with headquarters in Ottawa.

Dr. Kask became assistant director of the Fish and Wildlife Service on April 1, 1952, filling the vacancy created by the retirement of Milton C. James. Prior to that he had been chief of the Service's Office of Foreign Activities and assistant director of the Pacific Oceanic Fishery Investigations at Honolulu, T. H. He is a veteran of more than 25 years of activity in the field of fishery management and research.

Dr. Kask has also resigned as one of the three United States Commissioners of the International Commission for the Northwest Atlantic Fisheries, and from the Inter-American Tropical Tuna Commission, the International Commission for the Scientific Investigation of Tuna, and as Deputy Commissioner of the International Whaling Commission, to which posts he had been appointed by the President.

"Ships that See"

A 30-minute color-sound film on marine radar, "Ships That See in the Night," was produced by RCA in cooperation with Radiomarine Corp. of America. It traces the history and development of radar and depicts its many marine applications on many types of vessels in all parts of the world. Radiomarine expects it to aid in bringing the boating public closer to the problems in the operation of marine radiotelephone equipment.



All Aboard!

Tony Hulman (hatless in the picture above) smiles as his 580-pound catch is hauled aboard in the International Tuna Tournament at Wedgeport, Nova Scotia recently. Hulman, of Terre Haute, Indiana, is on the United States team. He fought one and a half hours to get his tuna. He is a recent Calvert "Man of Distinction" and is owner of the Indianapolis Motor Speedway.

Japanese Canners Meet

A recent convention of Japanese canners and bottlers (of all types of products) at Shimizu, center of the canning industry, passed these resolutions: (1) that efforts be made to attain an annual production goal of 15,000,000 cases of all products, of which 8,000,000 cases are intended for export and 7,000,000 for domestic consumption; (2) that efforts be made to acquire tin plate for cans at a lower cost; (3) that better coordination be achieved between production and sales activities; (4) that study be made of the financial problems of the industry and means for their solution; (5) that efforts be made to secure a reduction in the United States tariff on canned tuna; (6) that import duties on materials for canning be abolished.

The 100-millionth case of tuna packed in California since the industry began in 1903 was unveiled at this 50th anniversary luncheon in Long Beach. Above, Max J. Gorby, president of the California Fish Canners Association, points to the milestone case and looking on (l. to r.) are John J. Real, manager of the Fishermen's Cooperative Association of San Pedro; Harold Cary, general manager of the American Tunaboat Association of San Diego, and C. W. Roberts, Pacific Division vice president of American Can Company.

RECORDS SHOW 1953 IS A

BIG YEAR

For the Tuna Industry

FIRST fanfare heralding the tuna industry's Golden Anniversary year was a June 9 luncheon in the Pacific Coast Club of Long Beach, California. In attendance were more than 100 state and industry leaders.

The part played by fishermen, canners and can-makers in building California's tuna pack from 700 cases in 1903 to more than 8,000,000 cases last year were described by representatives of the industry, including Harold Cary, general manager of the American Tunaboat Association, and John J. Real, manager of the Fishermen's Cooperative Association.

The 100-Millionth Case

Highlight of the luncheon, sponsored by American Can Company, was the unveiling of the 100-millionth case of tuna canned in California since the industry was born. Cans for the milestone case were manufactured at Canco's Wilmington factory a few days earlier. The case was placed in the custody of Neil Petree, president of the California State Chamber of Commerce, until National Tuna Week in November.

Cary, representing the San Diego-based tuna clipper fleet of about 200 vessels, told of the important role the fleet plays in the industry and of its economic impact in southern California. The clippers sail the Pacific from California to Peru for yellowfin and skipjack, and catch more than half of all the tuna consumed in the United States. San Diego's fishing fleet alone represents an annual payroll of more than $4,000,000 and local industries dependent on fishing are valued at $220,000,000.

Real, who represents 140 purse seine vessels operating out of San Pedro for tuna, sardines and mackerel, said that the 1953 San Pedro Fishermen's Fiesta will spotlight tuna's 50th anniversary. This year's pageant, of which Real is chairman, will be staged September 19 and 20.

A prediction that 1953 will be the tuna industry's "biggest year in history" was voiced by Albert Vignolo, Jr., treasurer of the West Coast Packing Corp., and president of the Tuna Research Foundation.

"Present indications promise that this year will see new record figures in production and sales," Vignolo said. "Reports so far show that both are running about 12% ahead of last year."

The all-time national production record for tuna—9,115,202 cases valued at more than $113,000,000—was established in 1952. California canneries produced 87.5% of the record pack.

Robert's Remarks

C. W. Roberts, Pacific Division vice president of American Can Company, paid tribute to the fishermen for the part they have played in the growth of the tuna industry.

"We must remember," he said, "that unlike the other members of the team, the fisherman is dependent upon a natural resource over which he has little control. But even under such severe limitations, he has kept pace with the industry through development of more efficient and economical methods of catching and handling tuna."

Roberts also emphasized the development of better containers, more efficient and economical canning and fish-making processes and improvements in the taste and appearance of canned tuna through scientific research as major factors in the rapid growth of the industry.

The can company executive pointed out that the value of California's annual tuna pack now exceeds $99,000,000, which places tuna as the Golden State's "most important single food pack in value."

Years of Progress

Gilbert Van Camp, Sr., president of Van Camp Sea Foods, Ltd., recalled the early days of tuna canning and told of the industry's progress during its first half century. The veteran canner spoke in behalf of the California Fish Canners Association.

Max J. Gorby, president of the California Marine Curing and Packing Co., and head of the CFCA, acted as master of ceremonies.

Guests at the luncheon, including many state and county government and business leaders, were welcomed to the host city by Albert G. Davis, president of the Long Beach Chamber of Commerce.

Congratulatory messages were received by Mr. Roberts from others whose legislative duties made it impossible for them to attend. Among these were U. S. Senators William F. Knowland and Thomas H. Kuchel, and Governor Earl Warren of California.

Representing Pan American Fisherman at the meeting were Robert K. Lawson and Briant Sando. *

More Murphy Diesels

The power range of Murphy Diesel marine engines has been extended upward with the addition of four new models having a bore of 6⅜" and a stroke of 6½" with H.P. ratings of 185, 200, 210 and 225 continuous, and 1200 and 1400 RPM. All models are available with 1:1, 2:1 or 3.1 reverse and reduction gears and with front end power take-off.

The addition of these four models brings to 25 the number offered by Murphy Diesel, ranging from 90 to 225 H.P. Further information can be obtained from Murphy Diesel Company, 5371 W. Burnham St., Milwaukee 14, Wisconsin.

S.D. Boat Owners Meet

Completion of their new offices at 4904 North Harbor Drive, San Diego, was commemorated by the San Diego Commercial Fishing Boat Owner's Association last month with a nearly complete membership attendance and some fifty or more guests at open house.

Speaker of the day was John Bate, port director of San Diego, who outlined some of the future plans of his Department as it would affect fishing vessel owners.

Officers of the organization for the forthcoming year are Nicolo Cordileone, president, and owner of the fishing boat Maria Josette; Martin D. Stewart, vice-president, and owner of Danny Boy; and E. "Buck" Bradley, secretary and treasurer, owner of the Nekas.

Japanese Mothership-Tuna Expeditions to Pacific Equatorial Waters in 1953

One of the largest Japanese fishing firms will send a mothership-tuna fleet to Pacific equatorial waters in the near future, says a U. S. Embassy dispatch from Tokyo. This company has engaged in mothership-tuna expeditions each year since 1950.

Comparison of the proposed 1953 fleet with the same company's operations in 1952 is as follows:

A second large Japanese fishing company which has also participated in these operations, has not announced if it will operate a fleet in equatorial waters in 1953; one of its mothership-type vessels *Settsu Maru* was lost in Antarctic whaling last winter.

	1953	1952
Mothership:	1—**Tenyo Maru** (11,224 gross tons)	Same vessel
Catcher boats:	30—(ranging from 60 to 240 gross tons—averaging 130 gross tons each)	29 (averaging 135 gross tons)
Carriers:	2—**Banshu Maru No. 35** (1,000 gross tons), and **Banshu Maru No. 37** (1,000 gross tons)	2—**Taiyo Maru No. 2** (499 gross tons) and **Taiyo Maru No. 38**
Period of operation:	June to mid-September.	June 22 to August 25
Fishing grounds:	Easterly of Solomon Islands.	Same.

Catch:	**Estimated Lbs.**	**Actual Lbs.**
Yellowfin tuna	.....	6,514,084
Other tuna	.....	862,774
Other fish	.....	2,810,597
Total	12,400,000	10,187,455

The freezership *Saipan*, purchased by a Japanese firm in October 1952 from a United States firm, is expected to make three expeditions to Southern waters as a tuna-fleet mothership, starting July 1. All of the yellowfin tuna taken in these operations are scheduled for delivery to the former owner in the United States, according to a Japanese News Report. The *Saipan* will carry six 10-ton catcher boats which are expected to make 81 trips and produce 1,300 metric tons of tuna. The three cruises will be completed by the Spring of 1954.

The Japanese firm purchased the *Saipan* for $430,000. The firm obtained $210,000 in foreign exchange from the American Bank, $170,000 from its own funds, and the $50,000 balance with a 6-months note.

Plans call for using the *Saipan* in the North Pacific salmon fishery in 1954.

Survey of the Domestic Tuna Industry

PART II

Excerpts from a comprehensive study of all phases of the industry, recently released by the U. S. Department of the Interior, Fish and Wildlife Service. The third and final installment will appear in our next issue.

THE United States tuna catch, averaging about 350 million pounds annually in recent years, is taken principally off the three Pacific Coast States, and Central and South America. The catch is used almost entirely for canning . . . and now tuna vie with salmon as the most valuable fishery product taken by U. S. fishermen, and as the country's most valuable canned fishery product.

The record 1950 United States catch of tuna and tunalike fishes, amounted to 395,764,000 pounds, valued at $61,729,000 to the fishermen. This catch and imports of 56,711,596 pounds of fresh and frozen tuna in that year were used to produce 174,794,436 pounds of canned tuna and tunalike fishes, valued at $112,830,094 to the packer and by-products valued at about $5,000,000.

The value of the canned pack declined to $99,046,206 in 1951, but in 1952 with even heavier imports of fresh and frozen tuna, it rose to a value of $113,000,833 (exclusive of the pack of tuna and noodles). The value of the 1950 pack is still the record, however, since data on the pack for Hawaii are included in the 1952 figure whereas they are not included for 1950.

The taking of important quantities of tuna in the Western Hemisphere is of comparatively recent origin. For many years, small catches of bluefin tuna or horse mackerel had been taken off the New England and Middle Atlantic States for the fresh fish market, but the catch seldom exceeded a few hundred thousand pounds.

The Early Beginnings

On the Pacific coast, tuna were well known to Southern California anglers prior to the twentieth century. However, the fish were not considered edible and after the angler had his picture taken with his catch, the fish were usually discarded. At

HISTORY OF THIS SURVEY

A comprehensive study of the domestic tuna industry and its current production and marketing problems was launched in October 1952 . . . in response to a petition to the Secretary of the Interior by the six west coast senators from the tuna-producing States of California, Washington, and Oregon who had expressed concern over increased foreign competition and the industry's general economic health.

Specialists in the Fish and Wildlife Service's Branch of Commercial Fisheries have compiled a detailed report, and the subjects covered include: History of the industry; consumption; world production; domestic production; processing; relationship of the industry to the national interest; distribution; Government assistance in the United States and competing countries; and recommendations for action by both the tuna industry and the Federal Government.

The report notes that the outlook for consumption of products of the tuna industry is a bright one. On the other hand, it states that the prospects of major relative cost reductions in fishing and processing are rather bleak. Distribution, which is responsible for only a small part of the ultimate cost of canned tuna, does not offer any great prospect of cost savings as an aid in improving the position of the industry.

In the light of these and associated determinations, the report contains suggestions as to what may be done by the domestic tuna industry—the fishermen, processors, distributors, and importers—and the Federal Government to promote necessary adjustments so that the industry may achieve and maintain a sound position in the domestic economy.

A crisis in the domestic tuna industry arose in 1951 when duty-free imports of frozen tuna from Japan and Latin America, together with increased imports of brine-packed canned tuna from Japan, reached unprecedented proportions. United States tuna fishermen and cannery operators, particularly on the west coast, found domestic markets over-supplied with tuna and were forced to keep their vessels tied up and to close processing plants.

As the crisis developed, a bill calling for a 3-cents per pound duty on imports of fresh or frozen tuna was considered by the Congress. This bill, which also directed the Tariff Commission and the Fish and Wildlife Service to initiate investigations of the tuna fishing industry, passed the House but failed of passage in the Senate.

Subsequently, the Senate Finance Committee directed the Tariff Commission to investigate the tuna situation, particularly from the standpoint of foreign competition in order to assist Congress in any future legislation concerning tuna fish. The present report of the Fish and Wildlife Service supplements, but does not duplicate, the Tariff Commission investigation report which was published in March.

hat time, albacore was so plentiful ff San Pedro that commercial fish-rmen often brought in considerable uantities with other species, even hough there was no market for them.

The failure of the run of pilchards sardines) in the San Pedro area in 903 was primarily responsible for he development of tuna canning. Albert P. Halfhill, who is recog-nized as the "father of the industry" had been engaged in packing sar-dines at San Pedro since the early 90's. In 1902 the sardines failed to appear and a crisis confronted both he fisherman and canners. In an effort to keep his plant operating, Mr. Halfhill began canning other California fishes, such as rock cod, swordfish, halibut and albacore.

In an attempt to pack an attrac-tive product, a redwood steam box was constructed in which the fish could be steamed. It was found that this process changed the red flesh of the albacore to a creamy white and improved the flavor. Since the steam-ing process removed the oil from the fish a quantity of vegetable oil was added to each can to bring out the flavor and improve the appearance of the pack.

First Pack in 1903

In 1903, an experimental pack of 700 cases was canned and distrib-uted to Eastern and Los Angeles wholesalers. Despite the usual diffi-culties in marketing a new product, and in overcoming consumer resist-ance to a canned fish much different in appearance from the well estab-lished canned salmon, repeat orders began to be received and somewhat larger quantities of the fish were canned in the following three years.

By 1907, the industry began to move out of the experimental stage, and a few years later a trade publi-cation reported that in 1914 a total of 11 canneries had packed a total of 217,000 cases of tuna. While defi-nite proof is lacking, an inspector for the Food and Drug Administra-tion at Los Angeles states in a letter to the Fish and Wildlife Service, dated January 13, 1951, that "it seems quite likely that the first packs were packed salmon style; that is, the raw fish plus salt was placed in the cans which were then sealed and processed with heat." Since this method is not suited to the canning of tuna, the packs would not have sold well.

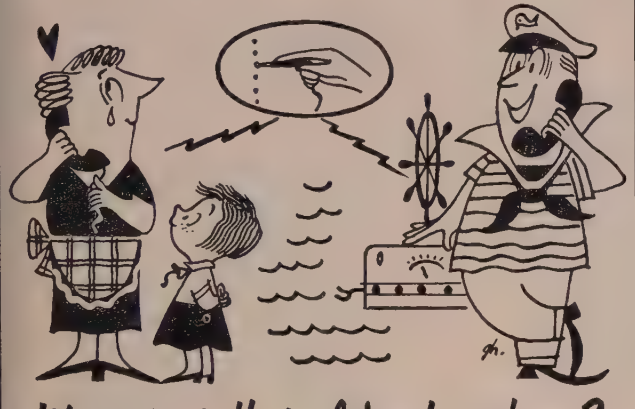
When the canning of tuna was first begun in Southern California, albacore was the only species packed. They were plentiful between Point Conception and the Mexican border, and three or four fishermen operat-ing a 40-foot boat could take full loads within 50 miles of San Pedro or San Diego. Within a few years, it was found that the runs of alba-core were erratic and packers occa-sionally required more fish than were available. By 1915, canners were beginning to pack skipjack, yellow-fin and bonito, and in the following year, the canning of bluefin was reported.

Canning and Refrigeration

As the demand for tuna continued, it became necessary for the fishing vessels to make longer voyages south of the Mexican boundary in search of fish. This required larger boats and raised the problem of keeping the fish fresh. A number of methods were used to prevent loss of fishing time and to insure the quality of the tuna.

In 1917, one company outfitted a floating tuna cannery which was towed to the fishing grounds where

(Continued on page 27)



Want to talk to friends ashore?

The only way to place a call from coastal craft to telephones on land is by ship telephone service. This handy service also links ships with other ships at sea. If you'd like information on how ship-shore can serve you, just write to Pacific Telephone in your nearest large port city. We'll be glad to send you our free booklet.

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Sawyer Neoprene Latex fishermen's suits are

100% WATERPROOF—made with top quality base fabric *saturation-coated* with 6 coats of genuine DuPont Neoprene Latex.

ROTPROOF—not affected by grease, oil or gasoline. Highly resistant to acid solutions. *Positively will not blister, crack or peel.*

TOUGH AS MULE-HIDE — wears like iron, takes endless snagging, rubbing, scraping and still gives full protection.

C. J. HENDRY COMPANY
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THE H.M. SAWYER & SON CO.
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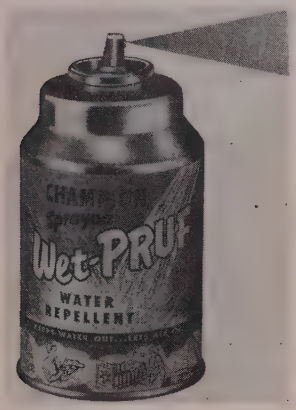
Styles illustrated 50-00 jacket, 51-40 pants, 53-00 hat

PROGRESS & PRODUCTION



Champion "Wet-Pruf"

The new water-repellent spray "Wet-Pruf" preserves just about every material from moisture damage, rot and mildew, according to a recent announcement by its manufacturer.

A harmless, stainproof liquid, "Wet-Pruf" puts a protective, colorless coating on almost any material. Wood, leather and fabric of every sort are definitely safeguarded from costly harm with a single application. And "Wet-Pruf" sprays on material without a chance of running or changing colors. Information from Champion Bronze Powder & Paint Co., Inc., 2526 West Van Buren Street, Chicago 12, Illinois.

Chris-Craft Sport Fisherman

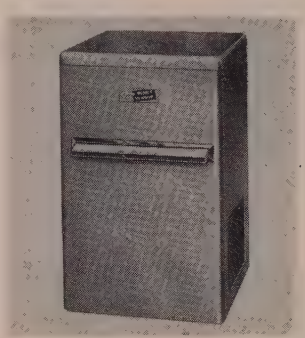
A 35-ft. Sport Fisherman, introduced by Chris-Craft, is being built by line production methods with savings in price up to 50% according to Wayne Pickell, the corporation's general sales manager. Heretofore specialized boats of this type have been built individually with no thought for a production run to cut costs and thus reach a wider potential market, he continued.

This new model has dual controls with a separate control station on the flying-bridge so that skippers can spot cavorting fish in the distance, and then quickly maneuver into position. Accommodations in the cabin include twin berths, wardrobe, complete galley and a private toilet compartment. Power options include twin 130 or 145 h.p. Chris-Craft engines and twin 150 h.p. Hercules Diesels. The top speed is 30 m.p.h. with two 145 h.p. motors. Write Chris-Craft Corp., Algonac, Michigan.

Safety Features in Lifeboat Radio

The brilliant coral color of the new Radiomarine lifeboat radio adds identification as well as beauty. This was proven recently when U. S. Navy tests showed that this shade, Muncell 7.5 Red, is outstanding for its quality of being seen from a considerable distance.

Many safety features have been incorporated in the new Radiomarine lifeboat set, designated as Model ET-8053. Compact—the entire set weighs less than 60 pounds, and can be carried by one person in an emergency. If the set must be hurled overboard, it is adequately constructed to stand the shock and is buoyant. Simple—any layman can operate it with professional efficiency. Approved by FCC. Write Radiomarine Corp. of America, 75 Varick St., New York 13, New York.



Ice Machine

The "pebble" ice made by this new machine, although similar to crushed ice, is dry and non-mushy. The Ajax Pebble Ice Maker, is available in three capacities—200 lbs., 400 lbs., 800 lbs. per day. It is said to be one of the smallest, mist compact made, taking less than 1 sq. yd. of floor space. Only 39 inches high.

Highly simplified, the machine has only three moving parts for trouble-free operation. An automatic cut-off switch controls ice overflow; the machine wastes little water. Write Ajax Corporation of America, 2509 Washington Avenue, Evansville, Ind.

Kaar Direction Finder

A new model Direction Finder is now in quantity production in the Kaar Engineering Corporation plant at Palo Alto, California. The model designated as D-31 is an improved version of the widely used Kaar Model D-24, of which more than 1500 are currently in use on fishing boats, and other craft.

A number of improvements and conveniences have been included in the new design, including a built-in tuning meter and loud speaker. New circuit design has resulted in even better performance in receiving weak and distant signals.

The D-31 will continue to be sold through authorized dealers, along with the Kaar 50- and 100-watt radiotelephones and the Kaar ES-29 Depth Sounder.

Mask and Shield

This featherweight Lumarith plastic mask and cotton gauze filter protects nose, lungs, face and eyes against nuisance dusts, chips and particles in all types of light, non-toxic work.

The filter pad consists of cotton and sanitary gauze specially treated for softness and is replaceable. Low in cost. For complete information trial order, write to General Scientific Equipment Co., 2700 W. Huntingdon Street, Philadelphia 32, Pa.

TIDES OF THE INDUSTRY

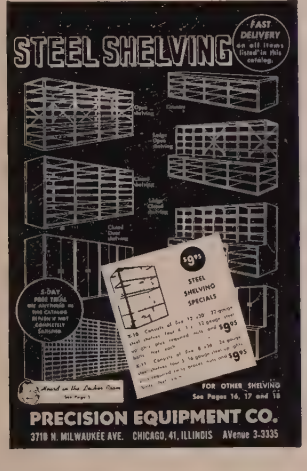
ong Research Cruise

Two marine biologists of the Cali-ornia Department of Fish and Game ave just completed one of the long-st research cruises in State history –a 20,000 mile tuna survey which ook them to waters off Costa Rica, anama, Columbia, Ecuador, Peru nd the Galapagos Islands.

After a year at sea on the commer-ial fishing boat "Intrepid," Biolo-ists Harold B. Clemens, Jr., and Vayne J. Baldwin brought back new ata on experimental tagging of yel-owfin tuna and skipjack and allied nformation which is needed in the State's continuous marine research rogram.

The pair also looked into commer-ial fishing techniques, tuna spawn-ng ranges and the feasibilty of tag-ging from commercial vessels. Speci-nens were collected for other Depart-nental projects.

Among the 1,600 fish tagged on he voyage, two already have been recovered. One had been out 33 days nd moved 34 miles, the other had raveled five miles in 49 days from its tagging point.



Equipment Catalog

A new catalog features steel shelving, lockers and other storage and maintenance equipment. It also contains the popular joke column entitled, "Heard in the Locker Room" which adds additional sparkle to Precision catalogs. Write Precision Equipment Co., 3712 N. Milwaukee Ave., Chicago 41, Illinois.

Port of Seattle

The Port of Seattle's annual report for 1952, describing the Port's financial condition, construction program, operations and future plans, showed that the net cash income from operations in 1952 was $386,418.56, as compared to $242,207.99 for 1951. The Port's net worth as of December 31, 1952, was $22,957,695.89, a gain of approximately $2,000,000 over the previous year. The total assets of the Port were listed as $28,141,148.54 as of December 31, 1952, while the total indebtedness was $5,183,352.65.

"The Port's program of construction and improvement of facilities was accelerated during 1952," said Commissioner Gordon Rowe. "The most significant development was the completion of the million-dollar expansion and modernization project at Fishermen's Terminal at Salmon Bay. Other major construction work started or completed during 1952 at Port facilities include the building of a three-story cold storage plant at Spokane Street Terminal at a cost of $470,000, the beginning of work on the first unit of a long-range project to extend and modernize East Waterway Terminal, construction of the first small-boat basin on the downtown waterfront at Pier 58, which is expected to be in operation this spring, and revitalization of 6100 feet of the main runway at the Seattle-Tacoma International Airport at a cost of $151,000."

British Canneries Quiet

The British fish-canning industry is having its troubles, due to the government cleaning out its stocks of foreign-canned fish and the temporary loss of the Australian and New Zealand export markets. The manager of a fish-canning firm claims that because the Ministry of Food flooded the market with foreign-canned fish at half price, it was impossible to compete, reports a British fishery magazine. Pilchards have been especially hard hit through importations from South Africa and competition from canned herring thrown on the British market because of overseas restrictions.

The Whitefish Authority will appropriate about $224,000 during its next fiscal year for a publicity campaign to increase the consumption of fish in Great Britain. Simultaneously, the British Trawler's Federation will be conducting a campaign to induce the public to buy more fillets.

In Britain the advertising of fish must mainly be aimed at increasing the sale of the more common varieties; therefore this campaign is directed at the mass markets, and the advertising agents have devised a campaign based on the theme of the "Whispering Fish." He is shown putting the idea of buying fish into the minds of the whole family—men, women and children.

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Secretary of the Interior McKay gave the address at the principal luncheon session of the National Fisheries Institute's Eighth Annual Convention, held in Washington, D. C. From left to right: Charles Alhadeff of Seattle, retiring president of the Institute; T. F. Sandoz of Astoria, Oregon; Mr. McKay; and Mrs. Alhadeff.

"The Bells, the Bells"

Ship's bells, sounding every half hour are now ringing out over Los Angeles Harbor and can be heard throughout the 7000-acre port.

The bells are installed within a 129-foot high tower, built on the southeasterly corner of the new $1,000,000 transit shed at Berth 153, which completes the $6,000,000 combination passenger-cargo facility preferentially assigned to the American President Lines.

An amplifying system installed in the tower is capable of carrying the tolling over an eight-mile radius.

Clock faces, which are 12 feet in diameter are installed on each of the tower's four sides. The numerals are cast bronze markings and the hands are of specially treated wood to withstand salt air.

While the clocks are operated electrically, they are designed so that a master motor powered by a spring takes over in case of power failure.

Japanese Tuna Exporters

Japanese exporters of canned and frozen tuna are in keen competition for purchase of the raw product from the fishing vessels, says a U. S. Embassy dispatch from Tokyo. The canners are buying tuna at more ports; previously they bought tuna mostly at the main ports such as Yaizu and Misaki. Ex-vessel prices for albacore, the leading export item, averaged 16 U. S. cents per pound in April as compared with 15 cents per pound in January and February. The canners recently announced an increase in the price of canned tuna, F.O.B. Japan, set the increased ex-vessel prices.

Yellowfin, the second leading tuna export item, is scarce with seasonal production depending on the mothership operations in equatorial waters claiming it was necessary to help offnow under way. Some producers and exporters of frozen tuna are urging the Japanese Government to either set a separate quota for yellowfin or no quota at all. They point out that yellowfin tuna is produced only in the summer months and under present demand for tuna the yearly quota could be filled early.

In general, the Japanese tuna industry expects a continued brisk demand for frozen tuna and to a relatively lesser extent for canned tuna from United States buyers.

NEW JAPANESE TUNA PRICES

New and higher prices for Japanese canned tuna for export were recently announced by the Tokyo Canned Tuna Sales Company, the principal firm selling canned tuna to Japanese exporters for shipment to United States importers, reports a May 12 U. S. Embassy dispatch from Tokyo. The new prices as compared with Japanese Government check prices (floor prices) are as follows:

Item	Cans per case	Net contents per can	New prices* In Brine	New prices* In Oil	Govt. prices** In Brine	Govt. prices** In Oil
Light meat tuna (Skipjack or yellowtail):			Price per case in U. S. dollars			
Fancy	48	3.5 oz.	5.35	5.45	3*	4.80
Fancy	48	7 oz.	8.60	8.70	3*	7.90
Fancy	48	13 oz.	15.70	15.90	3*	14.00
Fancy	12	4.4 lbs.	18.50	18.70	3*	15.80
Flake	48	7 oz.	6.90	7.00	6.90	7.00
White meat tuna (Albacore):						
Fancy A	48	3.5 oz.	5.70	5.80	3*	5.30
Fancy A	48	7 oz.	9.60	9.70	3*	8.80
Fancy A	48	13 oz.	17.40	17.60	3*	15.60
Fancy A	12	2 kilo. (4.4 lbs.)	20.40	20.60	3*	17.60
Flake		7 oz.	7.70	7.80	7.70	7.80

*f.o.b. Japan: 2 per cent commission for brokers included.

**f.o.b. Japan only.

***No Government check prices for better grades canned in brine. Check prices on "Fancy A" and "Fancy B" canned in brine were eliminated in April 1953.

The new prices represent an increase of 30 to 60 cents per case on some items as compared to the company's previous price. The decision to raise prices may have been influenced by the increasing competition between exporters of frozen tuna and canners of tuna for the round tuna—as landed by the Japanese fishermen. Ex-vessel prices for round tuna have been gradually increasing for the last several months.

United States packers have maintained a brisk demand for frozen tuna from Japan. According to some Japanese sources, United States importers of Japanese canned tuna have shown steady interest for some time. Consequently, buyers of tuna for export as frozen fish, or for canning in Japan, have been in competition with each other.

During the Japanese fiscal year 1952 (April 1, 1952, to March 1, 1953) the Japanese Government limited exports of canned tuna to the United States to a quota of 1,120,000 cases. The Government has not yet announced its policy on the exportation of tuna (canned or frozen) for the fiscal year 1953.

PEOPLE and EVENTS

Cummins Engine's New Setup

The appointment of Wilmot Sandam as Southwestern Regional Manger, with headquarters at Los Angeles, has been announced by Cummins Engine Company, Inc., Columbus, Indiana.

Mr. Sandham replaces A. S. Leonard, who recently resigned the Cummins regional post to take over a Cummins dealership in New Mexico and part of Texas.

For the past seven years Mr. Sandham has been an automotive and service engineer for General Petroleum Corporation at Los Angeles. His previous experience also includes work in the East with several distributors of Diesel engines. He now represents Cummins in California, Nevada, Arizona and New Mexico. Headquarters are: Cummins Engine Company, Inc., 1101 Equitable Life Building, 411 West Fifth Street, Los Angeles 13, California.

New Longline Gear Increases Catch

The Fish and Wildlife Service research ship *John R. Manning* has returned to its Pearl Harbor base after a two-month exploratory fishing cruise across the equatorial yellowfin tuna grounds.

According to O. E. Sette, Director of the Pacific Oceanic Fishery Investigations, the expedition brought back valuable data on the seasonal and geographical fluctuations in abundance of tuna and also provided an opportunity to test a new and promising type of fishing gear.

It was found that the new longline gear, which has very short branch lines with a free-swiveling attachment to the mainline, were remarkably immune to tangling, and caught about 40% more yellowfin than the conventional gear.

The *Manning* went south along the meridian of 150° W. longitude, stopped at Canton I., and returned along 170° W. longitude. The rich zone for yellowfin tuna fishing was found at 3° to 4° N. latitude on 150° W. and between 1° S. and 4° N. on 170° W. Catches reached a maximum in the rich zone of 10 yellowfin for every 100 hooks fished, approximately four times the average in local waters.

CHARLES K. OLSON, Jr.

Robert M. Pearson • Philip W. Place

National Supply Executives

Charles K. Olson, Jr., has been named manager of sales for the Engine Division of The National Supply Company, located at Springfield, Ohio, in a series of advancements within the Division that have just been announced. He had been assistant general manager of the Division since November, 1951.

Other advancements are: Robert M. Pearson, for the past 10 years manager of sales, has been named manager—Inland Marine Sales for the Engine Division. Mr. Pearson has been with National Supply for 17 years and will have his headquarters in Pittsburgh, Pennsylvania.

Philip W. Place, formerly staff assistant to the general manager, has been named assistant to the manager of sales, with responsibility for general service. He has been with the Engine Division since 1941, and has held a number of engineering positions within the Division during that time. J. H. Newton, who joined National Supply in 1948, and who since then has had increasingly important functions as applications engineer for the Engine Division, has been named staff assistant to manager of sales.

L.A. Harbor Celebration

With President Dwight D. Eisenhower speaking over a special long-distance telephone circuit direct from the White House, a three-day program of dedication ceremonies will take place at Los Angeles Harbor July 11, 12 and 13 to commemorate the opening of the world's largest ocean terminal, an $8,000,000 facility built by the harbor for the Matson Navigation Company.

Mayor Norris Poulson and the Board of Harbor Commissioners, announcing plans for the event which will complete a $25,000,000 postwar development program, said the president would address the dedication day ceremonies at 10:30 a.m. Pacific Daylight Time, July 13.

His remarks will be broadcasted to the public, which is invited to attend the program, over loud speakers set up throughout the big terminal area and by radio and television broadcasts. A distinguished group of federal, public and civic officials will participate in the three-day program.

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The Tradewind crew making a haul for bait along outer beach; Palmyra Island, January 1953.

Sampan Visits Line Islands

(Continued from page 11)

Palmyra Island and Kingman Reef are U. S. possessions, Fanning and Washington Islands are British owned, and both countries claim Christmas Island. Therefore a fishing vessel wishing to work throughout the area can expect to encounter difficulties in securing baiting and fishing rights in certain of the islands. Another complicating detail is the fact that fish caught within the recognized boundaries of the British-owned islands must be declared as foreign cargo upon entering any U. S. port.

This cruise of the *Tradewind* and group during the winter months, the Wildlife Service demonstrate that considerable numbers of tuna are present both at the surface and in the subsurface waters of the Line Islands previous surveys of the Fish and off-season in the Hawaiian skipjack fishery.

If the 13½ tons of tuna caught by the *Tradewind* is compared to the 4½ tons which a boat would normally catch in a month in Hawaii from December through March (based on records of the Territory of Hawaii for the past five winters-, it would seem to be quite beneficial to the Hawaiian tuna industry to have at least part of its fleet operating in the Line Islands area during this period.

Before this can be done, however, there are several problems to consider. The average sampan has a capacity of only 15 tons, no mechanical refrigeration facilities, an insufficient range for such a long trip, and no qualified navigator.

One possible solution to these problems would be to have several boats fishing together accompanied by a tender. The scarcity of bait poses another problem. A promising bait substitute which the University of Hawaii is attempting to develop under the auspices of the Fish and Wildlife Service may eventually remedy this situation.

Thus it appears that the present barriers to the exploitation of tuna in the Line Islands may possibly be hurdled to permit profitable winter trips for a limited number of Hawaii-based vessels. ★

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FAIR TRADE

The industry would do well to consider the possible use of fair trading some fishery products. According to Howard W. Seibert, the fair trade law enables producers to enforce minimum retail prices for their products in the 45 states which now have laws under the McGuire Act.

The fishing industry of today, like yesterday and tomorrow, has problems. Not the least of these is the hard economic fact that it sometimes produces more than it can sell at fair prices on the domestic market. More recently it has been plagued by imports at prices inconsistent with our cost of production. It is also true in this industry that too little attention has been given to the build-up of trade-marked merchandise; emphasis is on the sale which is made today rather than on the one which is to be made a year from today.

Brand names built up step-by-step geographically qualify their products for fair trading. It is a kind of price insurance not only to the producer but to all in the chain of distribution. To the consumer it is assurance that the product has quality. It is quite possible that with selective application fair trading might be the answer to some of the industry's price problems, including the full use of marketing associations, thus avoiding such situations as described in this ditty in "Investor's Reader":

This feast or famine industry is just
about to crack
It either is a bottleneck or flat upon
its back.
It's often pauper, seldom prince,
whenever it's discussed;
It's very, very seldom boom—it usually is bust.

Japanese Production Trend

Incomplete reports for the January-March quarter indicate that Japanese fisheries production is continuing at the volume achieved since operations have been expanded beyond the "MacArthur Line"—up approximately 25%.

Although the Japanese Government maintained its policy of export quotas and check prices on canned and frozen tuna destined for the United States, attention was focused on the problem by deliberations in Washington concerning tariffs on imports of tuna into the United States.

Fish and Shellfish Supplies

Fishery products will be plentiful ring July 1953 because of heavy oduction and large supplies in cold orage, says U. S. Market News Serv-e. Most of the major fisheries which ere attaining their summer level of lume in June will continue in avy production during July, bring-g ample supplies to the market.

Cold-storage stocks will also gain ppreciably during July and, while ey may be lower than at the same ne in 1952, they are expected to larger than at the same time in y other previous year.

The listing below indicates fresh d frozen products which should be entiful in the respective Western eas during July.

Chicago.—Halibut, whitefish, lake out, yellow pike, chubs, shrimp, ean perch, cod, yellow perch, sal-on, haddock, carp, scallops, buf-lofish, lobster, spiny lobster tails.

Seattle.—Halibut, salmon, sole, ockfishes, crabs, crab meat, lingcod, melt.

California.—Salmon, sole, swordfish, rockfishes, abalone, barracuda, crabs, lingcod, sablefish or black cod.

Holdings of fishery products in cold storage on June 1, 1953, according to preliminary reports, had scarcely risen above the low point reached on May 1. On June 1, stocks were about 110½ million pounds, some 13 million pounds lower than those of a year earlier. This is the second successive month in which holdings have been lower than those of the same date in the previous year. The holdings on June 1 were more than 10% lower than those of a year earlier, while on May 1 the decrease was only about 4%.

Shellfish, as well as salt-water fish, were held in lower volume on June 1 of this year than on June 1, 1952, while stocks of fresh-water fish were larger. The June 1 figure for holdings of salt-water was about 84½ million pounds as compared with about 95 million pounds a year earlier, a decrease of some 10⅔ million pounds, or about 9%.

Holdings of shellfish were about 17 million pounds as compared with 21 million pounds a year earlier. This was a decrease of about 4 million pounds, or 19%. Holdings of fresh-water fish were 9 million pounds as compared with about 7½ million pounds a year earlier. The increase of about 1½ million pounds was nearly 20%.

In terms of volume, the most important items among cold-storage holdings were haddock fillets, about 11¼ million pounds; halibut, nearly 10 million pounds; ocean perch fillets, nearly 9 million pounds; and cod fillets an almost equal amount. Next in order were shrimp, about 7⅔ million pounds; whiting, nearly 6 million pounds; and salmon, about 4⅓ million pounds. These seven products made up 57 million pounds, or about one-half of the total holdings of frozen fish and shellfish.

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The GLOBE

An International News File Compiled from FOREIGN REPORTS

Australia.—Negotiations are in process with regard to pearl-shell fishing in the Arafura Sea, and tuna fishing the equatorial and South Pacific waters. Favorable reception is being accorded requests from Southeast Asian countries for technical assistance in the development of their fisheries, on condition that mutually advantageous agreements can be concluded.

Australia.—The Australian canned fish production in 1952 totaled 6,954,728 pounds, a 6.8% increase from the 1951 production of 6,511,456 pounds. Australian salmon (Arripis trutta) was the leading species canned and comprised 52% of the total; followed by barracuda (Leionura atun), 35%. Tuna ranked third—far behind the other two in volume.

Canada.—A plan to assist fishermen against abnormal capital losses has been agreed upon by the Canadian Parliment. Known as the fishermen's indemnity and loan plan, it will cover the five Atlantic Provinces and British Columbia, and will offer fishermen low cost insurance. Included in the plan are certain deductible amounts to cover minor damage, as is common with automobile insurance.

Columbia Coast.—A tuna bait boat owned by a large California cannery recently explored the possibilities of tuna fishing off the Atlantic coast of Columbia. A cannery here also is interested in encouraging some U. S. firm to send a modern purse seiner to fish off Columbia. At present fish landings are very light in this country due to primitive methods used by local fishermen.

Guaymas, Mexico.—A new plan discussed by producers, U. S. importers, and the Mexican government would eventually have most of the Mexican West Coast shrimp production handled through a single distributor in the United States, providing that such an operation would not violate U. S. antitrust laws. The high price of shrimp in the United States has greatly aided local producers.

Another plan reported under discussion to assist the boat operators would have U. S. importers advance 80% of the agreed price on landing of the catch, and the remaining 20% on delivery. Of the final 20% more than half would be absorbed by handling, freight, and distribution costs, so that the Mexican shrimp operators would only have to wait for 7 or 8% of the total price.

Mazatlan, Mexico.—The shrimp industry here has been bolstered by the discovery of shrimp beds close by. Boats fishing near the Creston breakwater brought in from 3 to 4 metric tons on each trip. Shrimp is also reported to have appeared in fairly good quantities in the Altata and El Castillo Bays in Northern Sinaloa. The shrimp from this area, the brown variety with a green vein, sells for a lower price than the lighter colored shrimp.

Newfoundland.—The two German vessels (Nuernberg and Wuppertal), which have been fishing on the Grand Banks off Newfoundland recently, have discontinued these operations until the end of October, states a U. S. consular dispatch from Bremerhaven. At that time fishing off Newfoundland by German vessels will be resumed and probably expanded. However, the catches have consisted mainly of cod, haddock, and halibut, and these species are caught in marketable sizes in closer waters off Germany. Therefore, it appears that fishing off Newfoundland under present circumstances is not as profitable as was indicated earlier.

Nicaragua.—The Nicaraguan Government and a Chicago, Illinois, fishery firm signed a ten-year fisheries contract, allowing the U. S. firm to operate in Nicaragua's jurisdictional waters. This contract, the first of its kind with this government, can serve as a pattern for future parties interested in the fisheries

Panama.—A projected decree to alter the Panamanian bait fishing regulations has been announced. It would provide for a 3-months' closed season from November 1 until February 1 of each year for bait fishing in place of the present 4-months' closed season, also reduce the fee for bait-fishing licenses from $15 to $11 for each net ton of the vessel's weight. Also, the licenses would be valid for a period of one year from the date purchased instead of merely for the duration of the season in which purchased.

South Africa.—To prevent overfishing, the South African fishing industry has agreed to limit its annual catch of pilchards to 500,000 metric tons—250,000 tons for the Cape and 250,000 tons for Walvis Bay (South-West Africa), reports a U. S. Consular Dispatch from Cape Town. The pilchard fishing fleet (about 150 boats in St. Helena Bay and 100 boats in Walvis Bay) is to be limited to the number of boats operating or on order as of January 31, 1953.

The South Africa Division of Fisheries, which controls the industry, is anxious to avoid imposing quotas on factory production and is consequently increasing the present 2-month closed fishing season to 4 months—from September 1 to December 31.

It is believed that the new restrictions will prevent further rapid expansion, but will not seriously affect the prosperity of the industry. The industry will now be able to concentrate on more efficient and economical catching and processing methods.

REPORT FROM WASHINGTON

(Continued from page 8)

QUICKER TARIFF ACTION.--The bill changing the number of Tariff Commission members does provide one improvement that nearly everybody agrees on: It cuts the time allotted the Commission to complete study and report on "escape clause" investigations from one year to nine months.

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GROUNDFISH TARIFF.--The Tariff Commission has set October 20 as the opening hearing date in an investigation to determine whether groundfish fillets are being imported in quantities sufficient to injure the domestic industry producing similar or directly competitive products.

--o--

FISH LEGISLATION.--You can cross off the list the following legislation in the present Congress affecting fish:

The Utt tuna bill, which provides for 15 per cent ad valorem duty on imports up to 15 per cent of annual U.S. consumption.

The Scudder tuna bill, which calls for 5¢ a pound duty on imports.

Two shrimp bills calling for an advalorem tariff of 35 per cent on shrimp.

These bills now appear deader than door-nails this session. But there is considerable feeling in Washington fish circles that some tuna legislation will be put through next spring.

--o--

FUTURE TUNA MARKETS.--There are some signs that tuna and other fisheries products are heading for stiffer competition from beef and pork.

Take beef for instance. There is no question that the lower beef prices during the past six months or so have caused consumers to buy more of it--at the expense of tuna. And government forecasters see nothing ahead that will change this. In fact, they look for the situation to get worse.

The present drought over much of the cattle country threatens to force stockmen to send their stuff to market earlier than they had planned. If the drought continues and this selling increases, big deluge of beef to markets might make today's relatively low levels look down-right expensive.

Watch this situation this summer and early fall. If it develops, tuna sales are expected to feel it.

The pork situation is a little different. There is almost no competition between fish and pork at this time--partly because of high pork prices. But evidence indicates that it'll be different next year; farmers plan to increase pork production. This might force pork prices down in a range where they too would compete with fish products.

--o--

TRUCE TALK.--Effects of a Korean truce on business is the topic of main discussion here in Washington right now.

Official Administration talk is that things won't change much--

defense spending, military draft and consumer spending and income likely will show little change. This means that business generally ought to hold up on reasonably profitable levels.

There is one thing, however, that officials are not talking of, at least not for publication. And that is the effect of public opinion after a truce is reached. Will economizers cut down drastically the multi-billion dollar defense spending of the government? Will mothers and fathers demand that the boys be brought home? Will industry begin to cut back in expansion in the belief a depression is around the corner? Such things could change the government's optimistic forecast almost over-night.

Actually, government talk is based on a very realistic premise: Despite a truce we've got to keep on being prepared, we can't let down lest the Reds be tempted to stir up new aggressions.

If you're planning expansions or other changes in your business, the advice from Washington seems to indicate caution. Watch the trends carefully, and make your plans accordingly.

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TOTAL CATCH IS STABLE.--Have you ever wondered when the tuna catch is down if there is much chance there won't be ANY fish to catch, sell, buy or eat?

Well, the fish experts in Washington have thought about this, and they tell us there's not much chance of a shortage of all fish.

They say that during the last 10 years the domestic catch of all fish has ranged from 4-1/4 to about 5 billion lbs. annually. The variation in the volume from one year to the next has not exceeded 10 per cent . . . in 7 of the 10 years the range was 5 per cent or less.

Thus, they say, despite the vagaries of nature and changes in demand, the over-all catch does not fluctuate widely. And there doesn't appear to be much chance of a shortage if the fishermen keep on fishing and the fish continue to bite.

There may be considerable shortage of a certain variety at times, they add, but there is not apt to be a shortage of fish in general.

--o--

SOCIAL SECURITY.--The odds now are against a bill to extend coverage of Social Security to fishermen not now included under the regulations . . . during the present Congress. But we look for it to be enacted next spring. The bill would provide Federal old-age and survivors insurance to employees performing services in the catching, taking, harvesting, cultivating, or farming of any kind of fish.

--o--

TUNA STANDARDS.--The Food & Drug Administration still has a gleam in its eye--it wants to set up standards for canned tuna fish under the Federal Food, Drug and Cosmetic Act. No formal action has yet been taken to set up tentative standards, although officials have been looking into the matter for quite some time.

Tuna Survey

(Continued from page 17)

the fish would be canned a few hours after they were caught. In 1918 it was reported that a second floating cannery operated in Magdalena Bay and other Mexican ports in Lower California. In the following years, a number of firms began operating refrigerated barges at Turtle Bay and other Lower California ports where fishermen could land their catch and take on ice and supplies. The tuna were then shipped to San Diego or San Pedro by tender.

Tuna, like other foods, felt the stimulation of the World War I demand for food, and catch data indicate that a pack of about one million standard cases (48 7-ounce cans) was canned in 1920. The industry, in common with many others, passed through a period of readjustment in the post World War I period. Production declined sharply and many packers discontinued tuna canning. However, those who remained soon found it necessary to expand their operations.

Following 1920, the production of the light-meat varieties of tuna, particularly skipjack and yellowfin, increased rapidly. Albacore remained the dominant species through 1925 when the catch totaled 22,207,000 pounds.

From Albacore to Tuna

In the following year, apparently as a result of a change in oceanographic conditions, albacore largely disappeared from the inshore areas where they had previously been taken and the catch declined to only 2,469,000 pounds. The conditions which caused albacore to leave the inshore areas caused skipjack and yellowfin to move further north, and these varieties became the principal species taken.

Since the consumption of canned tuna had been developed largely with the albacore or "white-meat" pack, it now became necessary to educcate consumers to use the "light-meat" varieties. As a result of promotional activities by canners and distributors, this change was made, and yellowfin became the dominant species, with skipjack in second place.

The continued increase in the consumption of tuna made it necessary that canners be assured of a sufficient supply of raw material. The fleet was increased in number and size of the individual vessels, and more extensive operations were carried on off the coast of Mexico. In 1927, for the first time, the catch south of the Mexican border exceeded the production off Cailfornia. With this year, the principal source of fish for the California canneries moved to the waters off Central and South America.

The Industry Reaches Maturity

The day of the large boats and long cruises was at hand. Many changes in methods of operation were made to increase the efficiency of the fishing vessels. Ice was carried in insulated fish holds so that the boats could remain at sea for longer periods, crews' quarters were enlarged to improve living conditions, and diesel engines replaced gasoline engines to provide additional power and increase safety and economy.

By 1926, some vessels were 110 feet in length, and were powered with 300 H.P. engines. These larger vessels were designed to operate outside Mexican territorial waters and thus avoid payment of Mexican duties.

Japanese interests had begun operating for tuna in Mexican waters, freezing the fish for shipment to Japan. In 1924, because of a shortage of fish, arrangements were made by some California canners to purchase tuna from the Japanese operating off Mexico. These purchases were not large. In 1925, the first commercial imports of frozen tuna were received from Japan. The shipment, totaling about 800,000 pounds, was the forerunner of much larger receipts from Japan and other countries later on.

As the California fleet of fishing vessels increased in size, they were able to operate in southern waters where large concentrations of skipjack and yellowfin were available throughout the year. The catch continued to increase, and in 1930 exceeded 100 million pounds for the first time.

Tuna Clippers Appear

As a result of the world-wide business depression and heavy volume of frozen and canned imports of tuna from Japan, the catch fell sharply to less than 60 million pounds in 1931 and then recovered slowly until 1934, when the duty on canned tuna, in oil, was raised from 30% to 45%.

In 1935, the catch reached a new high of nearly 125 million pounds. In the following years, the market for canned tuna continued to expand, and further improvements were made in the size, equipment and range of the large tuna clippers, which had become the backbone of the tuna fleet.

By 1937 methods had been developed for freezing the fish immediately after capture in a brine solution. This permitted retention of the fish aboard the vessel in a solidly frozen condition for as long as it was necessary to remain at sea.

To operate more efficiently, the design of vessel tanks was changed so that some could be used for carrying fuel on the trip south and fish on the return. Others were adapted to carrying live bait to the fishing grounds and frozen tuna on the return journey.

As the southern tuna grounds were explored, it was found that yellowfin and skipjack occurred from southern California to Peru. Although the particular area in which tuna was abundant varied from year to year, the long range vessels, with a cruising radius of 10,000 miles or more, were able to operate wherever fish were to be found.

Albacore Come Back

During the period from 1926 to 1938, canners were assured of a steady supply of the light meat varieties of tuna, but were dependent upon imports of albacore from Japan for most of their white-meat packs. After the large catch of 22,206,923 pounds of albacore in 1925, the catch had declined to less than 2,500 pounds in 1933.

However, in 1935, albacore reappeared off Southern California and

(Continued on page 28)

Mac says . . .

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Tuna Survey

(Continued from page 27)

a catch of 2,448,100 pounds was made. Since that year, landings of albacore in California have increased spectacularly, reaching a peak of 61,746,000 pounds in 1950.

In 1937, albacore were found off the coasts of Washington and Oregon in the warmer offshore Japanese Current. It is probable that albacore had always been present in these waters during a portion of each year, as they had been frequently sighted in northern waters by sailing ships operating between San Francisco and Alaska. Also, salmon fishermen who ventured into the waters of the Japanese Current had occasionally caught albacore.

However, there was so little interest in the fish that when salmon trollers occasionally ran through schools of tuna they pulled in their lines and left rather than risk damage to their gear by the hard-hitting albacore.

Despite this lack of interest in albacore, small landings were made in Oregon during most of the years after 1928. In 1933, a Warrenton, Oregon, canner packed a few cases of albacore, the first recorded pack of tuna in the Pacific Northwest.

In Oregon and Washington

As a result of the opening of the Oregon and Washington coasts to pilchard fishing in 1934, California fishermen began taking these fish near the edge of the Japanese Current. They sighted albacore in the area, and although the albacore could not be taken by purse seines, their presence was reported and a number of Pacific Northwest fishermen outfitted their boats with albacore gear.

In 1936, a total of 27,600 pounds of albacore was landed in Oregon. While the deliveries were small, they were sufficient to interest both fishermen and packers in the possibility of developing a tuna fishery in the Pacific Northwest. In 1937, the Oregon and Washington catches increased to 1,500,000 pounds and in the following year to 10,001,700 pounds, reaching a peak of 34,361,800 pounds in 1944.

In recent years, the catch has averaged about 10,000,000 pounds annually. In the first few years of the Pacific Northwest fishery, a portion of the catch was shipped to California for packing. However, in recent years, the catch has been canned in Washington and Oregon canneries.

The development of the albacore fishery in the Pacific Northwest had a far-reaching effect upon the tuna industry. A number of salmon canneries were quickly adapted to the canning of tuna, and a number of new tuna canneries were constructed.

Since albacore are taken largely with small boats, halibut fishermen, salmon trollers, shark fishermen, and other operators of small fishing craft in the Pacific Northwest are able to enter the fishery. The seasons for the other fish previously taken by the fishermen were short and they were desperately in need of another fishery in which they could engage for a portion of the year.

As experience was gained in the taking of albacore, some fishermen operated for these fish throughout the season from June to December, fishing from Mexico to the Pacific Northwest. Others fished for tuna only when they were plentiful in the locality in which they normally operated.

Trend to California and Mexico

In years when albacore were plentiful along the coast, as many as 3,000 vessels entered the tuna fishery. Many of these craft have become dependent upon the albacore fishery for a considerable portion of the annual income.

Since the resumption of albacore fishing off the Pacific Coast States, two important trends have occurred with respect to the areas in which the fish are taken. The first has to do with the increase of the volume of the catch off Mexico.

During the period from 1918 to 1941, albacore had been taken south of the Mexican border in only about half of the years, and in no year had the production exceeded 3% of the total landings of these fish. No albacore were reported from off Mexico in 1941; however, in 1942 catches from these waters were 2,623,900 pounds, or 11% of the total and by 1948 they amounted to 25,926,500 pounds, over half the total albacore catch.

In recent years there also has been a trend toward an increase in the catch of albacore off central and northern California. In 1950, landings in the Northern, San Francisco, and Monterey districts of California amounted to 21,235,100 pounds, compared with 9,448,000 pounds in 1949 and the previous high of 4,994,000 pounds landed in 1939. *

Canners Directory

The 1953 Canners Directory, compiled and published by the National Canners Association, has just come off the press. The 45th of these annual compilations, which were begun in 1909—two years after the Association was founded—the new directory consists of 250 pages, bound in stiff linen covers. Canning firms and their headquarters addresses are listed by states along with plant locations and products packed in each, also Association officers, directors and committee members for 1953. Also given are the membership of the National Food Brokers Association and Canning Machinery & Supplies Association.

The book features an over-all commodity index covering 523 different canned products. Showing the growth of the canning industry, the first issue in 1909 listed only 16 products; and a quarter of a century ago, in 1927, only 52 products . . . still grouping some, such as fish, berries, meats, soups. Since that time many canned products that are common today came into being, among them baby foods, the citrus packs, all of the several fruit and vegetable juices, accounting for the total of 523 items now shown. Price $2.50 per copy from National Canners Association, 1133 20th Street, N.W., Washington, D. C.

Radio Service in Australia

A two-way radio has been installed by the Richmond District Fishermen's Co-operative Society, in Ballina, on the north coast of New South Wales, Australia.

This will enable the manager to communicate with fishing vessels at sea and enable the captains to call the office giving information as to the size of their catches and the approximate hour of their arrival.

The radio can communicate either by Morse or phone with shipping within 100 miles of the coast.

Besides its extensive use both in the organization and safety of the fishing fleet, the radio will be of great use to the small vessels from the New Hebrides, Solomons and Gilbert and Ellice Islands. which make Ballina their first Australian port of entry. On urgent repairs they will thus be able to save valuable time.

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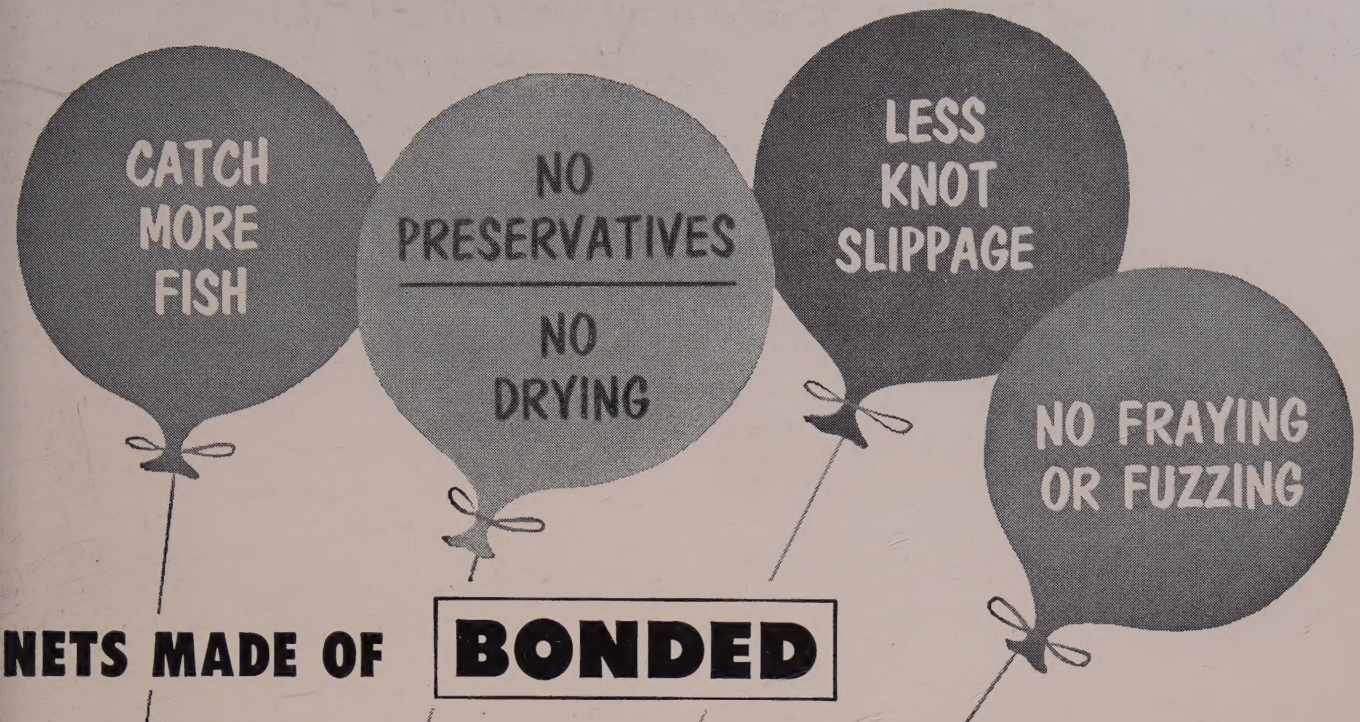
Coming Next Month . . .

Some more good material you won't want to miss. For example:

* "Some Aspects of the Domestic Market for Pacific Coast Fishery Products" by Morton J. Garfield, commodity-industry economist for the Fish and Wildlife Service.

Send in your new or renewal subscription now!



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STANDARD ENGINEER'S REPORT

DATA

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UNITS	Heavy-duty engines—diesel and gasoline
SERVICE	Fishing boats
CONDITIONS	Constant load
FIRM	H & M Sportfishers, Inc., San Diego, Calif.

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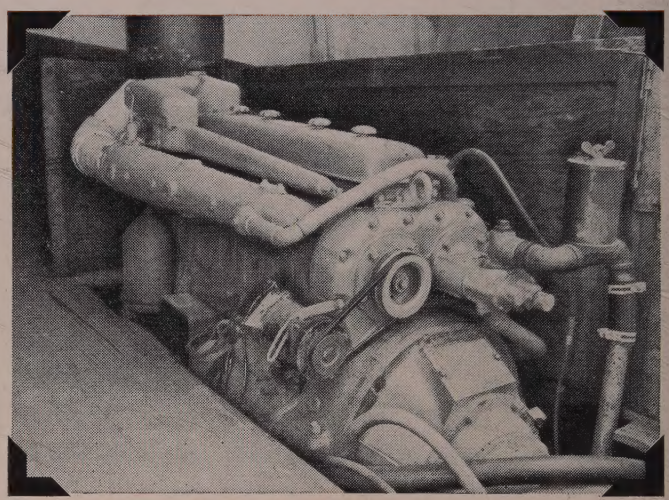
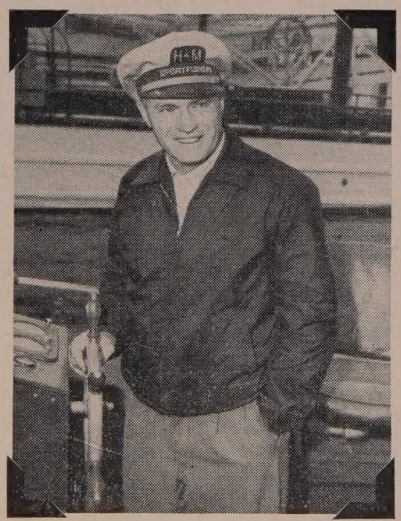
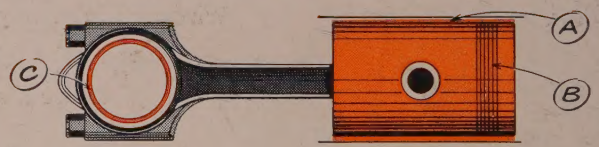


RPM DELO HEAVY DUTY LUBRICATING OIL is used in all boats operated by H & M Sportfishers, Inc., San Diego—a total of 12 engines ranging from 225 H.P. diesels in the "Worrier VII" (above) to a 60 H.P. gasoline unit. In 3 years of regular fishing-party service in coastal waters, only one engine required major repairs. Although this engine worked 5600 hours, only sleeves and pistons were replaced.



S. HOWARD MINOR, (right) Vice President and General Manager says, "RPM DELO Heavy Duty does such a good job of holding down repairs for us that I wouldn't consider even trying another oil."

How RPM DELO Oils keep engines clean and prevent wear



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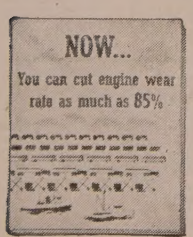
C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



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